

The German subsidised steamer lines to East Asia, according to an official report, were worked during 1888 to the complete satisfaction of the Government. The voyage through the year has been made in a shorter time. The steamer outward bound to Shanghai has made the journey 1-5 days less than formerly, while the homeward bound vessels have arrived at Bremen on an average 2-3 days before the specified date of arrival.

The *Manchester Guardian's* correspondent learns that the French Académie des Inscriptions et Belles Lettres has awarded a prize to Dr. Terrien de Lacouperie, Professor of the Indo-Chinese languages and literatures in University College, London. The prize is not given on account of any single or exceptional production of Professor de Lacouperie, but for "l'ensemble des travaux," an expression which carries the greater value because it involves the general approval of the body of a very learned corporation of the bold and original, but well-advanced speculations of the recipient of the prize in Oriental philology, numismatics, and archaeology generally.

It has been decided to repair for the present for the new the Nordenförs and Gilling guns now in use. Orders have, however, been given for the manufacture of five of the latest pattern Maxim machine-guns to take the Martini-Henry cartridge, and these are as soon as possible to be mounted and tried. The result should be the result to such as to convince the naval experts that the new gun may be adopted without any fear of breakdown, it is contemplated by the authorities at Whitehall to order some 250 of these automatic machine-guns, which it is hoped will eventually supersede all others now in use in the navy. It is expected that the cartridges for the larger order and subsequent ones will be of the same calibre as the new rifle.

And the gossip and comments to which the announcement of the betrothal of the Princess Louise of Wales and the Earl of Life has given rise, the fact seems to have escaped attention by the pair are already connected by ties of blood. Both are great grandchildren of George the Third, and therefore third cousins. The Princess Louise is the daughter of the fourth son of that monarch. The Earl of Life is the great grandson of the Duke of Kent, the fourth son of that monarch. The Earl of Life is the great grandson of the Duke of Kent, the fourth son of that monarch. The Earl of Life is the great grandson of the Duke of Kent, the fourth son of that monarch.

In acknowledging the receipt of a pamphlet advocating bi-metallism, forwarded to him by Mr. H. Hoare, Mr. Gladstone writes:—Although the debate on bi-metallism may not be renewed, still we will not let you for your pamphlet, which I have examined with interest, and which you have provided with a continuation in your letter. As I think you may agree that bi-metallism is not likely to be disturbed at the present juncture, will allow myself the pleasure of referring to a point on which I think we are agreed, though I attach to it a greater significance than you appear to do. Apart from any strain upon the gold market, I have very long been of opinion that the principle upon which we have notes of £20 and upwards, which contain limits and without gold to represent them is properly applicable to our pound notes, and that the question whether there are objections to such an issue on the ground of forgery or otherwise ought to be examined with reference to a point on which I think we are agreed, though I attach to it a greater significance than you appear to do.

Dr. Nansen, who crossed the interior of Greenland last summer, read a paper on the subject of his journey before the Royal Geographical Society on June 25. We gave an account of his adventures in our last issue. I understand, writes a London correspondent of the *Leeds Mercury*, that not only Dr. Nansen, the Greenland explorer, contemplate another journey next year across the ice of Greenland at a point much more northerly than that at which he succeeded in crossing last summer, but that he should be successful in his attempt to reach the North Pole. At present Dr. Nansen proposes to leave for the Northern regions, where he has won his hard-earned fame, early next spring. He will explore as much of the East Coast as is practicable, and will then, as the summer wears on, make for the west coast across the ice-bound land. The gallant young explorer has not yet, I believe, even in his own mind fixed the method of his attempt to penetrate to that mysterious region, to reach which so many gallant lives have been sacrificed, but he is bent, with all the generous courage of youth, and the enthusiasm of the victor, he has already won, on adding one more to the many attempts made by mankind to reach the northern point of our globe.

A FRENCH MEDICAL CRUSADE.—A curious and interesting movement has been started in France, mainly by the efforts of M. Radigue, formerly Consul in China. In brief, the object is to effect the establishment of medical missions to the East and to Africa, so that French medical missionaries may be sent abroad in the same manner that British and American medical missionaries are at the present time. But it must be said the advocates of this policy do not trouble themselves about motives of philanthropy. Possibly these motives are there, but if so, they are unfortunately successful in concealing them. The avowed aim and object of the crusade is to obtain political influence in the countries to which the missionaries are sent. M. Radigue has addressed a letter to the President of the Academy of Medicine in Paris, in which he unfolds his scheme. He says that having occasion recently to study in the Far East the working of the English and American medical missions, he was much struck by the circumstance that the French were in a position of great inferiority compared with those of the North of Europe and of America. For more than half a century mission hospitals have been established by Protestant missionaries in China, and after overcoming many difficulties and obstacles there have become centres of Western education and of the political influence of the country to which missionaries belong. When in Canton M. Radigue communicated his apprehensions on this subject to the French missionary authorities, who replied that he should have no objection to a French force in favour of the Anglo-Americans, but they were quite powerless to do anything to struggle against it because their ecclesiastical discipline prohibited them from adding medical practice to their sacred functions. Nothing, they said, but a lay society of medical men, would redress the balance at present so much against them.

According to the *Jiji Shimpō*, the silk manufacturing industry of Fukui and neighbourhood is in a most flourishing condition and is improving almost every day. Last year the quantity exported from Yokohama came second on the list of exports, amounting to about 10,000 hiki. Recently, the paper states, a German merchant visited the district and negotiated to take the silk direct from the manufacturers.

Some interesting details are published in the *Japan Official Gazette*, in reference to the Japanese exhibits at the Paris Exposition. The arrangement of the exhibits is now completed, and general admiration is expressed for the skill and display in the workmanship of the cloisonné, porcelain and lacquer ware, and these articles are much in demand by visitors to the exhibition. From the day of the opening up to the 1st of June the sales by Japanese exhibitors had amounted to 72,828.95 francs—cloisonné in copper and other metal were fr. 22,79.00, porcelain fr. 17,801.20, woven goods fr. 15,074, lacquer ware fr. 12,770.61, and sundry goods fr. 3,893.25. More than half of the plants sent out from this country were destroyed, but the great fire trees and many of the plants in pots which arrived have created much interest and there has been frequent enquiry from horticulturalists as to the mode of rearing them.

There is not much information in the *Japan Official Gazette* to-day's mail with regard to the earthquake which occurred at Kumamoto. It would appear, however, that the results are not so serious as the *Yokohama Specie Bank* says. One of the most severe shocks of earthquake experienced in this part of the country for some years occurred about 11.40 p.m. on Sunday last, and was followed by another slight one about an hour afterwards. Serious as the shock was here, it was much greater in other places, notably Kumamoto and the surrounding district, where it is reported that thirty-eight people have been killed and wounded, and fifty-four houses totally destroyed. It was also felt very strongly at Fukuoka and some of the foreign visitors there, including several ladies, have returned to Nagasaki. Slight shocks continued to be experienced from time to time in various districts up to the receipt of latest news. The *Hiroshima News* of 1st inst. contains the following particulars:—The earthquake which occurred on Monday last of extensive volcanic disturbances in the island of Kishu. The *Herald* mentions that the following particulars were received at one of the public offices:—Kumamoto, Sunday, 11.49 p.m.—Great earthquake took place here. The houses in the streets are feared in several places. Houses have been overthrown. Many people killed and injured. Rumbles still continue. The *Chungking Times*, a paper published in Kyoto, states that several hundred persons were killed, and many other veritable journals report severe shocks of earthquake in Yamagata, Saga, Oita, and Fukuoka.

FRENCH V. ENGLISH ELECTRICAL ENGINEERS. BY A YANKEE POINT OF VIEW.—The Paris correspondent of the *New York Times* writes:—The jealousy of the French electricians, who for the last few years have been practical ability and knowledge, yet have fought bitterly against allowing any foreigners to share in the lighting contracts, has prevented anything like an intelligent use of the power as yet for spectacular effects in the city of Paris. The electric light, in time, and I doubt they will be satisfied when they do come. The same spirit which kept the question of elevators for the tower open until every other expedient had been tried, and recourse to an American firm was absolutely necessary, is still in evidence. The English light, on the other hand, was told me the other day about the effort to sink the English light out of the competition for working the colored fountain display. Week after week the contractors which had been verbally promised the English contract were delayed, after they had been fairly won, and at last it was announced that there would be another competition, conducted on slightly different lines, which necessitated rearranging the whole plant. While the English company were engaged in this, the manager noticed a suspicious number of young men with very common-place clothes, but curiously white hands, loitering and eavesdropping about, but keeping a sharp watch in a furtive way on the English workmen. With great shrewdness he had the whispered word passed around to the English workmen, regardless of expense or risk, as long as the spies were around, and the men, entering into the spirit of the thing, elaborately mystified them. At night, when the new competition came on, the English had not everything right and gave a better display than ever, while the Frenchman, who was sent down to stop the work of the wharf by night, with grotesque completeness at the outset. Thus it was that the English finally got their contract.

THE GRONDING OF THE "AFRIKA."

The following are from Australian papers:—*Newcastle*, 5th July 1889.—The steamer *Afrika*, which went aground at the dyke last night, is still in the same position. During the night the vessel was made as fast as she possibly could be to the piles of the wharf by means of a derrick, for the purpose of preventing her drifting outward when the tide ebbed, but without success. This morning the water was still flowing into the vessel, and a number of the crew and firemen had to remove their effects. Home and diver was sent down to stop the inflow, and an order has been sent to Sydney for the necessary gear and appliances to pump out the water and raise the vessel. At present the water in the harbor at low tide is almost flush with the deck of the steamer. Messrs. Russell and Co. have been engaged to hasten down the openings on the decks. It is expected that it will be a week at least before the vessel is floated again. She only wanted 500 tons more coal to complete her cargo for Java. The *Sydney Herald* says:—As will be seen from the telegraphic news, the steamer *Afrika* is still aground. The *Gloucester* line steamer *Afrika* is unlikely to be afloat at Newcastle as quickly as was at first supposed. The idea was that the diver would go down, and having closed up the sluices and any other apertures, the work of pumping could commence at once and the steamer be floated again in 24 hours or so. The reports now received fix the period at a week or more before the vessel will be freed of water. When she is again afloat she requires about 600 tons more of coal to finish, and then goes on to Batavia. If the insurance upon her, it is all in home offices which there is of it, but the owners do a large proportion of their own underwriting. The following message respecting the *Afrika* accident was posted yesterday at the General Post Office:—Steamer *Afrika* sunk last night about 11 o'clock along the dyke loaded with coal for Hongkong. She is down on the bottom, which leaves her deck about 2 ft. above water level. The cause of leak is at the bottom of the hull (supposed an open joint). Divers will go down to examine the cause, and if possible, to secure the leak. As will be seen by advertisement elsewhere, tenders are being invited for raising the steamer.

THE FUNJOM AND SUNGHIE DUA SAMANTAN MINING CO., LIMITED.

MEETING OF SHAREHOLDERS.

The third ordinary half-yearly meeting of this Company was held this afternoon. There were present: Messrs W. G. Brodie (Chairman), T. E. Davies, Hon. C. P. Chater, W. H. Ray, E. L. Woodin and D. Gillies (directors); Messrs F. Dodwell, O. Brandt, W. Legge, O. A. Ozorio, W. C. Murray, E. Scaree, E. B. Jorey, E. J. Hughes, J. F. C. de Roza, A. M. Woolley, A. Youkney, and E. J. Coxon. The notice calling the meeting having been read.

The Chairman said:—Gentlemen, I suppose we shall take this report as read. The directors could have wished to place these figures before you some time ago, but things, so far as the accounts were concerned, were not at all in a good state when Mr. Becker got to Funjom, and it was part of his duty, besides his professional duty, to get these books up and it was a very hard duty indeed to him. Since he took them in hand he has been able to send us, in fact some months ago, the accounts which are now before you. They had been then presented to you but there intervened the necessity of issuing new share capital and a good deal of work was the consequence to this office here. That again I may say was the cause of at least a couple of months' further delay than might otherwise have occurred. Mr. Becker has since been able to forward that department very considerably, and the accounts there are now in very much better order, and I may tell you that the next half-yearly report will very likely be in your hands in two or three months at the latest. The current accounts are coming in satisfactorily, and it is very unlikely indeed that you will have any future experience of this kind. I need scarcely go further into particulars as to the state of things in Funjom than is represented in this report and as may be seen by a report which has just been put into your hands, unfortunately only to-day, as it was only received about forty-eight hours ago, but which probably most of you have had time to read before you came here. It gives a good deal of information about the position, I suppose I may call it the present position of affairs, at the mines, and it shows a very fair condition of things. There has been a great deal of underground work going on at Funjom. They have driven there more than a thousand feet of drifts, as may be seen from the plan of the drifts here. This is only at fifty feet depth, and there was no reason of course why we should not meet even at that depth rock of value, and at different places we have had really very good prospects. At the same time we would have been deeper down by this time if we had had the machinery, and we can only say that by having driven so much as we have we have got a good deal of information, and it is very probable indeed that when we do sink we will know where to sink, and that is worth a good deal of money. I met an Australian not very long ago who has been driving him we had not sunk yet very far, and that the fifty feet we had sunk and driven from did not give us workable quartz yet. He said: "You may sink half a dozen times and not get that, and you are very lucky indeed if you get it at the end of that." We have been opening works as you know at some distance from the mines. We do this not only with the prospect of getting good stuff, but it is also necessary for us as a company to work as much of our property as is possible, and hence we are going a good bit ahead and spending a little money necessarily. These mines appear in the accounts from time to time, and therefore they are a little heavier than they would be only with respect to the figures for Funjom mine in particular. These are all expenses of a comparatively new mine, and as Mr. Becker says, pioneering has got to be paid for, but I have no doubt we are very near the end of our pioneering. Mr. Becker is at home, and I think it is very probable, I suppose, that new capital may soon be called in our work. In that case there is no say, but we may have a very brilliant future before us. I shall be very glad if any gentleman has any question to ask. Mr. Woolley—I see in the report that certain portions have been let out to planting concessions. May I ask of what nature these concessions are, and if they are likely to bring any revenue to the Company?

The Chairman—They will bring revenue, I have no doubt.

Mr. Woolley—But you don't actually know?

The Chairman—I do not know exactly, because Mr. Becker has not sent particulars of this. The concessions were only made immediately before he left. I should be glad to give further information. We shall very soon have it, and it will be placed in your hands.

Mr. Legge—It seems hardly worth while, seeing how far back this report is—September 1888—to ask any questions about it and the figures. Still I should like to ask one or two questions. In the second paragraph of the report it is stated that your outlay in the working account amounted to \$14,424.10 the sum of \$12,468.97 having been disbursed at Sunghie Dua, mostly in advances to miners and in stores and provisions for them, nearly all of which you expected to recover out of their earnings. I should like to know whether this money has been advanced to the miners with or without security?

The Chairman—It is advanced to the miners, not individually. It is advanced through the townships, the headmen who are responsible to us.

Mr. Legge—Then you have security.

The Chairman—We have some security—we have all the security that under the circumstances can be obtained.

Mr. Legge—Good security!

The Chairman—Fifty good security.

Mr. Legge—We will have to pass them. The Chairman—We will have to pass them. The Chairman—We will have to pass them.

Mr. Legge—Will you give a straight answer to a straight question? Is it accounted for by being in the hands of the manager? The Chairman—Certainly, we have not only the statement of that, but the proof.

Mr. Legge—That is all I ask.

The Chairman—You have only been repeating questions which I answered as correctly and distinctly as possible.

Mr. Legge—Why have you only the report up to the 30th September?

The Chairman—Well, I have explained that. Were you there?

Mr. Legge—I can say no more. We are not competent men to do their duty at Funjom. It takes considerable time to communicate with them when there is anything wrong in their accounts—something like a couple of months.

Mr. Legge—But it is nine months.

The Chairman—This account would have been brought up further, but for the issue of new capital for which fresh men would have been required to be engaged had we coupled it with the work of the accounts. They were postponed on that account—that is to say the work of finishing and preparing them for the auditor was postponed.

Mr. Legge—You say that very likely 2 or 3 months from now we will get accounts for June?

The Chairman—I do not think there is the least probability of that. The accounts are in hand at this moment—March at this rate is in hand.

Mr. Legge—We will come right down to the present day. Your new capital of \$200,000 has been fully subscribed.

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CHAS. J. GAUFF & Co.,
Chronometer, Watch & Clock Makers,
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PAID-UP CAPITAL, 2,500,000
RESERVE FUND, 1,250,000

Board of Directors:
Hon. J. J. KIRKWOOD, Chairman.
Hon. C. P. CHATELAIN, Managing Director.
Hon. J. J. KIRKWOOD, Chairman.
Hon. C. P. CHATELAIN, Managing Director.
Hon. J. J. KIRKWOOD, Chairman.
Hon. C. P. CHATELAIN, Managing Director.

THE HONGKONG AND SHANGHAI
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MONEY ADVANCED ON MORTGAGE,
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A SHELTON HOOPER,
Secretary.

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TIME TABLE.

WEEK DAYS.
8 to 10 a.m. every quarter of an hour.
12 to 2 p.m. " " half hour.
4 to 6 p.m. " " quarter of an hour.

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Special CARS may be obtained on applica-
tion to the SUPERINTENDENT.
Single Tickets are sold in the Cars; Five-
Cent Coupons and Reduced Tickets at the
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MAGWEN, FRICKEL & Co.,
General Managers.

Hongkong, May 1, 1889. 821

NOTICE.
HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS
are respectfully informed that, if upon
their arrival in this Harbour, NONE of
the Company's FOREMEN should be at
hand, Orders for REPAIRS if sent to the
HEAD OFFICE, No. 14, Praya Central, will
receive prompt attention.

In the event of Complaints being found
necessary, Communication should be made
to the Under-Secretary, when immediate steps
will be taken to rectify the cause of dis-
satisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1888. 1468

DENTISTRY.
FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-PONG,
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(Formerly Assistant Surgeon and Lately
Assistant to Dr. ROBERTS.)
At the urgent request of his European
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No. 2, DUDDELL STREET.

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2, DUDDELL STREET,
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Hongkong, January 12, 1888. 66

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ANY Sail-off Clothing, Books, or
PAPERS will be thankfully received at
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Hongkong, July 25, 1887.

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EMULSION

OF PURE COD LIVER OIL
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PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can
be taken readily and without any time.

AS A REMEDY FOR CONSUMPTION,
BRONCHITIS, SCROFULOUS AFFECTIONS,
ANEMIA, GENERAL DEBILITY, COUGHS
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Prepared and endorsed by the best Physicians.
SOLD BY ALL CHEMISTS.
Agents for China and Hongkong:
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Hongkong, December 27, 1888. 2131

Mails.



STEAM FOR

SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MALTA, GIBRALTAR,
MARSEILLES, BRINDISI, TRIESTE,
VENICE, PLYMOUTH AND
LONDON.

BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERMAN,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

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THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
THAMES, Captain W. A. SEATON, R.N.,
with Her Majesty's Mail, will be despatched
on TUESDAY, the 13th August, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, San Francisco, and other Pacific
and Indian Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco and return, \$225.00
To San Francisco and return, 393.75
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To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
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Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific
Railways, Northern Pacific or Canadian Pacific
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Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
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Company's Office in San Francisco, and
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For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50, Queen's Road Central.
C. D. HARMAN,
Agent.

Hongkong, July 25, 1889. 1450

NOTICE.
COMPAGNIE DES MESSEAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 15th August,
1889, at Noon, the Company's
S.S. **YANGTSE**, Commandant **FLAUDIN**,
with MALES, PASSENGERS, SPECIES,
and CARGO, will leave this Port for the
above place.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 14th August, 1889. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, appl. at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 2, 1889. 1511

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE STEAMSHIP GARIO will be
despatched for San Francisco, via
Yokohama, on MONDAY, the 28th
August, at 1 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class Fares granted as follows:—
To San Francisco and return, \$225.00
To San Francisco and return, 393.75
To London, 325.00
To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific
Railways, Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collec-
tor of Customs, San Francisco.

For further information as to Freight
& Passage, apply to the Agency of the
Company, No. 50, Queen's Road Central.
C. D. HARMAN,
Agent.

Hongkong, August 7, 1889. 1518

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
RIO DE JANEIRO will be de-
parted for San Francisco, via Yokohama,
on TUESDAY, the 13th August, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, San Francisco, and other Pacific
and Indian Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco and return, \$225.00
To San Francisco and return, 393.75
To London, 325.00
To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific
Railways, Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office in San Francisco, and
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50, Queen's Road Central.
C. D. HARMAN,
Agent.

Hongkong, July 25, 1889. 1450

CANADIAN PACIFIC STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship PORT FAY,
2,339 Tons Register, CLARK,
Commander, will be despatched for
VANCOUVER, B.C., via NAGASAKI
(through the Inland Sea), KOREA and
YOKOHAMA, on THURSDAY, the 15th
August, at Noon.

To be followed by the S.S. **ABYSSINIA**,
on 29th August, and S.S. **BATAVIA**,
on the 12th September.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
Ports, by the regular Steamers of the
Pacific Coast Steamship Company and
other Steamers.

Through Passage Tickets granted to En-
gland, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, (Max.) \$210.00
To all common points in Can-
ada and the United States, 275.00
To Liverpool, 325.00
To London, 325.00
To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Office,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until 4
p.m. on the 14th August.

All Parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, August 1, 1889. 1502

NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND CARGO.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON WEDNESDAY, the 28th day of
August, 1889, at 4 p.m., the Company's
S.S. **PRINCE OF WALES**, Captain O. FOULKE,
with MALES, PASSENGERS, SPECIES,
and CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
10 a.m. Cargo will be received on board
until 1 p.m. Specie and Parcels until 10
a.m. on the 28th August, 1889. (Parcels are
not to be sent on board; they must be
left at the Agency's Office.) Contents and
value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to
MELOHRES & Co.,
Agents.

Hongkong, August 6, 1889. 1524

Notices to Consignees.

NOTICE TO CONSIGNEES.
STEAMSHIP WESTMEATH,
FROM LONDON.

CONSIGNEES of Cargo are requested
to send in their Bills of Lading to the
Underigned for countersignature
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the
Steamer will be at once landed and stored
at Consignees' risk and expense, and no
Fire Insurance will be effected.

All Claims against the Steamer must be
presented to the Underigned on or before
the 7th Instant, or they will not be re-
cognized.

Consignees will be required to sign an
Average bond and pay a deposit before
obtaining delivery of their Cargo.

ADAMSON, BELL & Co.,
Agents.

Hongkong, August 1, 1889. 1508

GLEN LINE OF STEAM-PACKETS.
FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship Glenegale, having ar-
rived from the above Ports, Con-
signees of Cargo by her are hereby in-
formed that their Goods are being landed
at their risk into the Godowns of the Hong-
kong and Kowloon Wharves and Godown
Co., Ltd., at Kowloon, whence delivery
may be obtained.

Optional Cargo will be forwarded, un-
less notice to the contrary be given before
4 p.m. To-day.

Cargo remaining undelivered after the
12th Instant will be subject to rent.
No Fire Insurance has been effected.

Claims for damages and/or shortages not
later than the 19th Instant, otherwise they
will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, August 5, 1889. 1534

SHIRE LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. FLINTSHIRE, FROM
HAMBURG, ANTWERP, LONDON,
PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hong-
kong Wharves & Godown Co., Ltd., at Kowloon,
whence and/or from the Wharves delivery
may be obtained.

Optional Cargo will be forwarded un-
less notice to the contrary be given before
4 p.m. To-day.

All Goods remaining undelivered after the 10th
Instant will be subject to rent.
All Claims against the Steamer must be
presented to the Underigned on or before
the 10th Instant, or they will not be re-
cognized.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, August 3, 1889. 1516

To Let.
TO LET.
3-STORY HOUSES, Nos. 37 & 43,
WANGHAI. Rents moderate.
Apply to
YEE HING,
No. 5, WANGHAI.

Hongkong, July 15, 1889. 1536

TO LET.
2ND FLOOR OF HOUSE, No. 64, and
GROUND FLOOR OF HOUSE No.
61, QUEEN'S ROAD CENTRAL.
Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.

Hongkong, July 1, 1889. 1267

TO LET.
(With Immediate Possession.)
NO. 4, QUEEN'S GARDENS. Rent
\$30 and taxes.
Apply to
G. O. ANDERSON,
13, Praya Central.

Hongkong, May 21, 1889. 147

TO LET.
ROOMS in 'COLLIER CHAMBERS,'
No. 9, SEYMOUR TERRACE.
No. 4, SEYMOUR TERRACE, from 1st June.
WESTBOURNE VILLAS, NORTH,
Water and Gas laid on, Garden and Tennis-
court.
At MAGAZINE GAP, 'TERRACE' (A very
Comfortable and very Cool 5-ROOMED
HOUSE, with TERRACE COURT, &c.—From
1st September.

Apply to
DAVID SASSOON, SONS & Co.,
Hongkong, July 8, 1889. 832

TO LET.
HOUSE No. 2, 'SMITH'S VILLAS,'
Magazine Gap, a spacious Five-
Roomed House, with Basement and Out-
house. Excellent view. Expected to be
ready 1st August next.

Apply to
F. BLACKHEAD & Co.,
Hongkong, July 2, 1889. 1284

TO LET.
THE DWELLING HOUSE, No. 2,
DOUGLAS VILLAS.
Possession from 1st May.

Apply to
DOUGLAS LAPRAIK & Co.,
Hongkong, March 30, 1889. 603

TO LET.
TWO ROOMS in a House on the Outer
Road Level, in a highly respectable
locality. FURNISHED or UNFURNISHED.
Immediate Possession. 'A. B. C.'
Apply
China Mail Office.

Hongkong, March 30, 1889. 609

INSURANCES.
HONGKONG FIRE INSURANCE COM-
PANY.

THE Underigned, AGENTS for the ABOVE
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the
Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From the Gas Works to Jardine's Wh